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INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

C-O-N-F-I-D-E-N-T-I-A-L

25X1

COUNTRY Bulgaria

SUBJECT Ivan Dimitrov Shipyard- Ruse

REPORT

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REFERENCES

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1. as an attachment to this report is a detailed sketch of the layout of the Ivan Dimitrov Shipyard in Ruse, with identifying legend, plus four sketches of yard equipment.

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INFORMATION REPORT INFORMATION REPORT

Ivan Dimitrov Shipyard, Ruse

1. Sentry box at the main gate of the shipyard. Main entrance is protected by one sentry of the police (militia).

2. Plumber shop. Personnel of approximately 30 people work there.

Remarks

No. 1, 2, and 37 sections are quartered in the same building, a one story tile roof structure built of baked adobe bricks.

3. Athletic Club offices for the shipyard laborers (locomotive).

4. Blacksmith shop. It is equipped with two mechanical hammers of German make, motivated by compressed air supplied by air compressor unit. Two small furnaces operate with compressed air from the air compressor unit. Approximately ten people work at the foregoing blacksmith shop.

5. Lathe machine shop. Equipped with approximately 20 lathe machines of which one is of gigantic size of German make, used for surface smoothing axles of ships. [redacted] 25X1

6. Machine shop section. Accessories are either made or repaired here. It is equipped with three cutting blades of German make, vices, benches, etc. Approximate personnel: 50.

7. Fitting section. It is equipped with benches, vices, two [redacted], one special carving electric machine (Raibla of Czechoslovakian make), tool cabinet No.1 containing all type of tools and implements.

8. Two story structure housing the accounting office staffed by approximately 15 clerks (i.e., cashier, finance agencies). Technical Adviser's office is on the ground floor. Office sign on the door indicates that he is the representative of the Bulgarian River Navigation Agency (Prestavitelna Bulgarsko Retsno Plavane), whereas he is actually the representative of the technical shipbuilding adviser.

9. Two story building housing the shipyards police force (militia) composed of approximately ten men. Sections No. 3, 4, 5, 6, and 7, are quartered in one story tile roof structure built with baked adobe bricks. Whereas 8 and 9 sections are located in two story structures. Section No. 4, 5, 6, and 7 communicate internally with each other.

10. Floating pier. It floats on two iron barrel pontoons (dimensions: diameter 1 meter; approximate length 5 to 6 meters). They are in a parallel position three meters each away from the other, tightly combined with iron stakes. Iron poles approximately six meters high eject horizontally on the exterior side of the pontoons to support iron plated floor. The foregoing floating pier was constructed at the Ruse shipyards for the unloading of mechanical crafts of the Bulgarian river navigation fleet delivered there for minor repairs (such as on electric wiring installation, anchor winches, etc.).

ATTACHMENT NO. 1 [redacted] 25X1

10a. Iron frame.

11. Two story roof tile structure. Shipyard administration offices are quartered on the first floor consisting of: director's office, office of the supervising engineer-shipwright, director's secretarial office, other administration offices. The ground floor contains food store rooms, kitchens and restaurants where shipyard personnel are fed. All eat here at noon. Approximately ten courses are prepared, each ordering to his accord. Price on each course is approximately from four to ten leva. Snack is served in the morning but few come.

12. Long, narrow one story building is connected with No. 11 structure. It shelters seven winches utilized in hoisting the vessels on the two grates available at the shipyard, of which the first is constructed of cement and the second of iron (designated in pertinent drawing No. 2 under the letters A and B respectively). The following are likewise designated in pertinent drawing (No. 2) under respective letters:

a. Seven electric hoist winches utilized for the two grates are located in structure #12 (building dimensions: approximately 25 meters long and three meters wide). The wire cables fastened to the runway rollers are coiled by the winches during hoisting operations, the cables being funneled from building #12, through apertures which are located before each winch. Each winch is equipped with a crowbar to uncouple it from C' axis. Thereby the uncoupled winch does not rotate. Therefore so many winches may operate as to the load work required by the grates.

b. Electric generator motivates simultaneously by one axle the foregoing seven winches. It is a German make AEG operating with alternating current. Incidentally, the entire plant functions with alternating current.

c. Electric generator axis that motivates all seven winches.

d. Apertures, through which the cable wires pass when being coiled by the winches in hauling the runway rollers. Grate A', made of cement, consists of seven cement plated platforms submerged in water.

e. Seven cement plated platforms of Grate A'.

f. Seven double line rail tracks on each cement platform.

g. In all, there are seven runway iron rollers, each equipped with eight wheels. Each roller runs on two iron rail tracks (four wheels on each track). The platform of each roller is approximately 0.80 meters wide and four meters long. The platform is horizontal and not slantwise. Therefore, it is not parallel with the rail tracks or with the foundation of the grate. (See drawing #4.)

h. Cable by which each runway rollers are hauled.

i. Grate A' is of lateral hoist, that is, the vessel is hoisted from a lateral position and not lengthwise. Two horizontal cube block platforms are at the top of the grate shaped as two gigantic steps, the top one 1.40 meters high and the lower one one meter approximately. (See drawing #5.) The hauled-in ships rest on stumps placed on each of the two platforms. The two step-shaped platforms are designated as TH and TH'. The runway rollers which slide on the grate's floor run transversely along the two step-shaped platforms.

A. The floor of the runway roller is above the floor level of Step TH and Step TH'. Therefore ships may be hoisted up to the floor level of Step TH and Step TH'. Floor dimensions of Step TH are approximately 8 meters wide and 30 meters long. As to Step TH': approximately 4 meters wide and 30 meters long. Ships do not rest on stumps placed on floor of Step TH' but remain on the runway rollers. (Thus the runway rollers are utilized as supporters.) This is because the runway rollers cannot be further used to hoist a third ship. Therefore two ships may be hoisted on Grate A, one supported by stumps on floor TH and the other ship resting on the runway rollers on floor TH'. Inasmuch as the river boats hoisted so have flat bottoms (Keel), they rest on the platform of the runway roller without support of stumps.

B' letter in #2 drawing designates iron grate. It is constructed as follows:

Two rail tracks are fastened to iron ties railroad wise. An iron six-wheel runway roller runs on the tracks (three wheels on each track). The roller is approximately five meters long and two meters wide. The level of the platform of this roller is the same as those of Grate A. Four wooden square beams are screwed on the perimeter of the roller's platform. Three more wooden beams ejecting on the sides of the runway roller are placed transversely on top of the four beams. They too are screwed to the runway roller. The three beams hold the hoisted ship. On being hoisted by the runway roller to the foundation wall (as designated under i in drawing #2) the ship is slide over the wooden grate (conventional type set on the ground) to the designated points where repair works are made on the ground premises of the shipyards. The sliding operation over the wooden grate is facilitated by rolling pins. For reference, see Drawing #3. If the vessel is not flat bottomed but has a perpendicular keel, the ship is then supported on the sides by stumps placed on the three transversal beams of the runway roller. Many a time, minor repairs such as on axles (withdrawal, etc.) are made on ships hoisted by the iron grate. The runway roller of Grate B is hoisted by winch a' after the latter has been uncoupled from runway roller 2'. All Bulgarian war ships and minor tugs are hoisted to the ground by the grate. The source was employed at the Ruse shipyards as of 1 January 1955 until 2 July 1956. No ship was built on Grate A (made of cement) during the foregoing period inasmuch as it was used for ship repairs. The following are large barges hoisted on the grate: Vidin, Rousse, Svicstov, Lom, Tutrakan, Ternovo. The last mentioned (i.e., Ternovo) is a Danube barge hoisted on Step TH

platform of Grate A in July 1956. It was to be converted into a sea tug and then to be dispatched to Varna. River boats are not hoisted exclusively for keel cleaning inasmuch as they do not get dirty as sea going vessels. The keel is cleaned only upon being hoisted for repairs.

12a. Location where the two grates are located.

13. Location where war ships (not more than two) are set. Dredge boat Iskar was built at the foregoing location.

13a. Location where small tug boats are set.

14. Section known as ZE-KA No. 1 (first work shop). It is identical with ZE-KA No. 1 of Zabond I (Varna). It is a one story metal plated roof structure built of baked adobe bricks. The approximate height of the building is ten meters high. It has large windows. It quarters a lathe machine shop for the design and repair of cyliners, springs, etc. It is equipped with a German made electric machine that resembles a lathe for surface smoothing of cast parts. The same shop is equipped with electric cutter (of German make). It severs metal plates 16 millimeters thick, the one end of which is attached to a mechanical punch. The foregoing shop is further equipped with an electric hone, two electric drills (one of Austrian and the other of Czechoslovakian make). The switchboard controlling all lights of the shipyard is in room (designated under #14b in drawing #1) located in the same building. 14c indicates metal plate 6 millimeters thick attached to the wall. It is used as a work bench in finishing miscellaneous metal plates.

14a. This section of building #14 is two story. Dress lockers of ZE-KA No. 1 working personnel are located on the above floor. The ground floor contains five rooms. The first room is occupied by the workshop for research experiments. The shipyard tool cabinets are located in the second room. The third room is occupied by two accountants engaged in preparing the payrolls of the ZE-KA No. 1 personnel. The fourth room is occupied by the architects. The fifth room is for the entertainment and relaxation of the welders of ZE-KA No. 1. A mezzanine floor is located above the ground floor of building 14a which is occupied by three ship-designing draftsmen. ZE-KA No. 1 is the basic section of the shipyard. It is staffed by approximately 150 people including those engaged in work outside the workshop. Aggel KOSTOF, [redacted] nautical engineer, is director of ZE-KA No. 1. Sub-director of the foregoing section is Alexander GIORGOF, [redacted] 25X1 25X1

15. Technical control office. It is staffed by two technical commissioners for the technical supervision of all work handled by the shipyards.

16. Office occupied by Aggel KOSTOF, Director of ZE-KA No. 1 (first workshop).

17. Office occupied by the director of food rationing. Funds for the ration of the personnel are locked here in safe.

SECRET

18. Microphone is located here to flag the different shipyard sections equipped with loud speakers, the commencement and termination of the day's work. Miscellaneous announcements are also made through the microphone. Sections 15,16, 17 and 18 are quartered in one story tile roof structures built of baked adobe bricks.

19. Floating pier with (stair bridge ?) of same build as No. 10 and 10a.

20. One story tile roof structure built of baked adobe bricks utilised as carpenter shop. It is equipped with three electric saw bands, two electric plates. All are of German make. Approximate personnel: 50.

21. Workshop for metal refilling (luster) of bearings and cleaning of the diesel engine pistons. It is equipped with 4 or 5 small electric lathe machines. Approximately 10 to 15 people work here.

22. Area for garbage disposal.

23. Workshop for construction of ship's furniture. Four or five persons are engaged here.

23a. Workshop for construction of save-living boats, five or six persons being engaged in this work.

Remarks

Sections #21, 23, and 23a are quartered in one story structure built of baked adobe bricks.

24. No. 4 tool cabinet.

24a. Electric installations work shop. Approximately ten electricians are employed for the electric wiring requirements of the shipyards.

Remarks

No. 24 and 24a sections are quartered in one story roof tile structure built of baked adobe bricks.

Sections 25 and 27, quoted hereunder, are quartered in two and one story buildings, respectively. Both structures are tile roofed built of baked adobe bricks.

25. The ground floor is occupied by the shipyards fire service staffed by 6 or 7 men. It is not equipped with fire extinguishing apparatus but is detailed to check the fire points and take whatever measures required for the prevention of fire. The Sanitation Section is quartered on the above floor. It is staffed by one doctor and dentist.

26. Area for stock piling of iron material (i. e., metal plates, mains, etc.).

27. Three storehouses for shipyards material.

28. Subterranean storehouse constructed of cement containing large quantities of benzine stored in metal or aluminum containers. It is earmarked for the shipyard's tractors (Staer Model of Czechoslovakian make), and for the truck (Molotof Model).

29. Tile roof outhouse for lumber storage.

30. Saw mill electrically motivated for lumber cutting.

31. Structure housing the police (militia). Approximately 20 persons are quartered here.

32. Bathrooms for the shipyard personnel.

33. Structure quarters transformer whereby the alternating current is transferred to continuous to motivate welding apparatus.

34. Two lavatories.

35. Outdoor bench equipped with apertures for straining of iron rods.

36. Coke furnace located in shack. It operates with compressed air funnelled from the main compressor unit.

37. Tinsmith shop staffed by six or seven persons.

38. Tile roof shack for storage of oxygen bottles.

39. Oxygen bottle storehouse office.

40. Shack houses electric hone.

41. Shipyard main gate guarded by the police (militia), used also by the personnel.

41a. Entrance used for the transportation of material. It is guarded by the police (militia).

41b. Entrance for incoming items arriving for repairs from other plants.

41c. Iron, two flap door which is always locked.

42. Shipyard painters workshop staffed by approximately 20 persons.

42a. Railroad line on the shipyard premises.

25X1

43. One strand exterior barb wire fence (1 1/2 meters high) through which one may crawl under with ease.

44. Ferry boat bridge approximately 80 meters long with rail tracks. The far end section reaching over the river is mobile. Therefore the height of this section is regulated according to the river level when being linked

with the ferry boat. Thus the mobile section is adjusted to the ferry boat to have the proper inclination permitting the embarkation or debarkation of the railroad cars. It is an old bridge slantwise towards the river.

44a. Electric winch supported on two cement poles hoists (with chains) the bridge to give the required grade for the embarkation-debarkation of the railroad cars.

45. "OY PE PE"* technical workshop quartered in one story cement roof structure. Two electric lathe machines (of Czechoslovakian make) and electric welding machines are located in the workshop. OY PE PE buoys are repaired here. The workshop is located within the shipyard premises.

46. Shack utilised for meat freezing. Freezer of deep freezing capacity is located here.

47. Anchorage point of PLAV-BAZA (floating base) used as barracks for officers and sailors of the Navy (Danube section). 25X1

48. Ferry boat anchorage point. Following the construction of Giourgevo-Ruse bridge, the ferry boat is not currently used.

*Remarks

"OY PE PE" - Initials of OYBRAVLENIE BLAVATELEN POUT (River Navigation Lines Directorate). Has the responsibilities of maintaining security on the Danube, for example, placing of buoys on the Danube marking nautical hazards, shoals, wrecks, etc.

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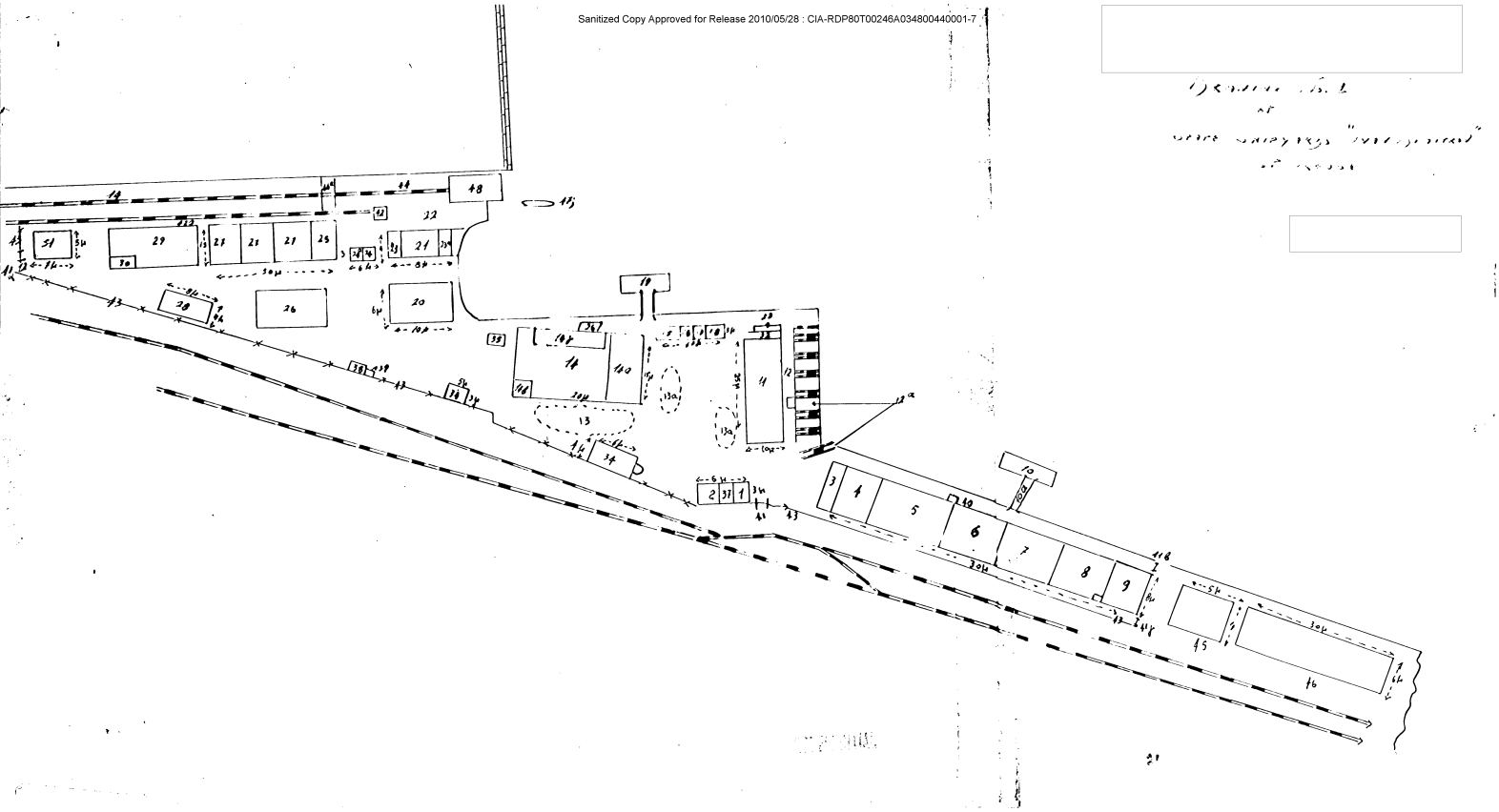
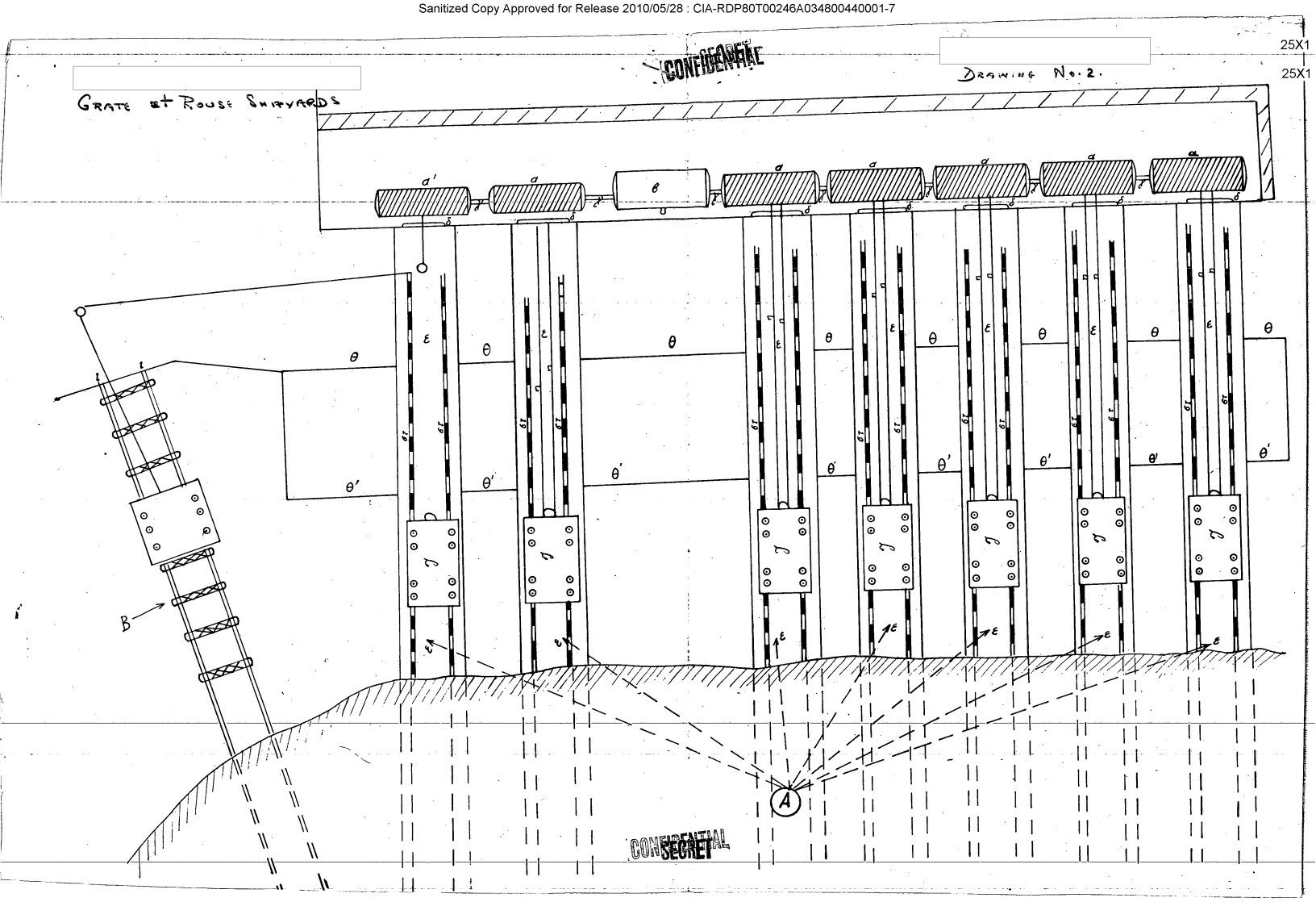


Drawing No. 2.

Grate at Rouse Shipyards



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Drawing #3

Iron Grate B at Rose Shipyard's

25X1

25X1

25X1

Transversal view of
Three wooden beams as
they rest on the beams on the floor

wooden beam on the floor perime-
ter of the launching sledge with
rollers

25X1

25X1

25X1

25X1

25X1

25X1

iron floor of
launching sledge
with rollers

Foundation of the
above end of supporting
as marked by letter i
in drawing # 2

25X1

25X1

25X1

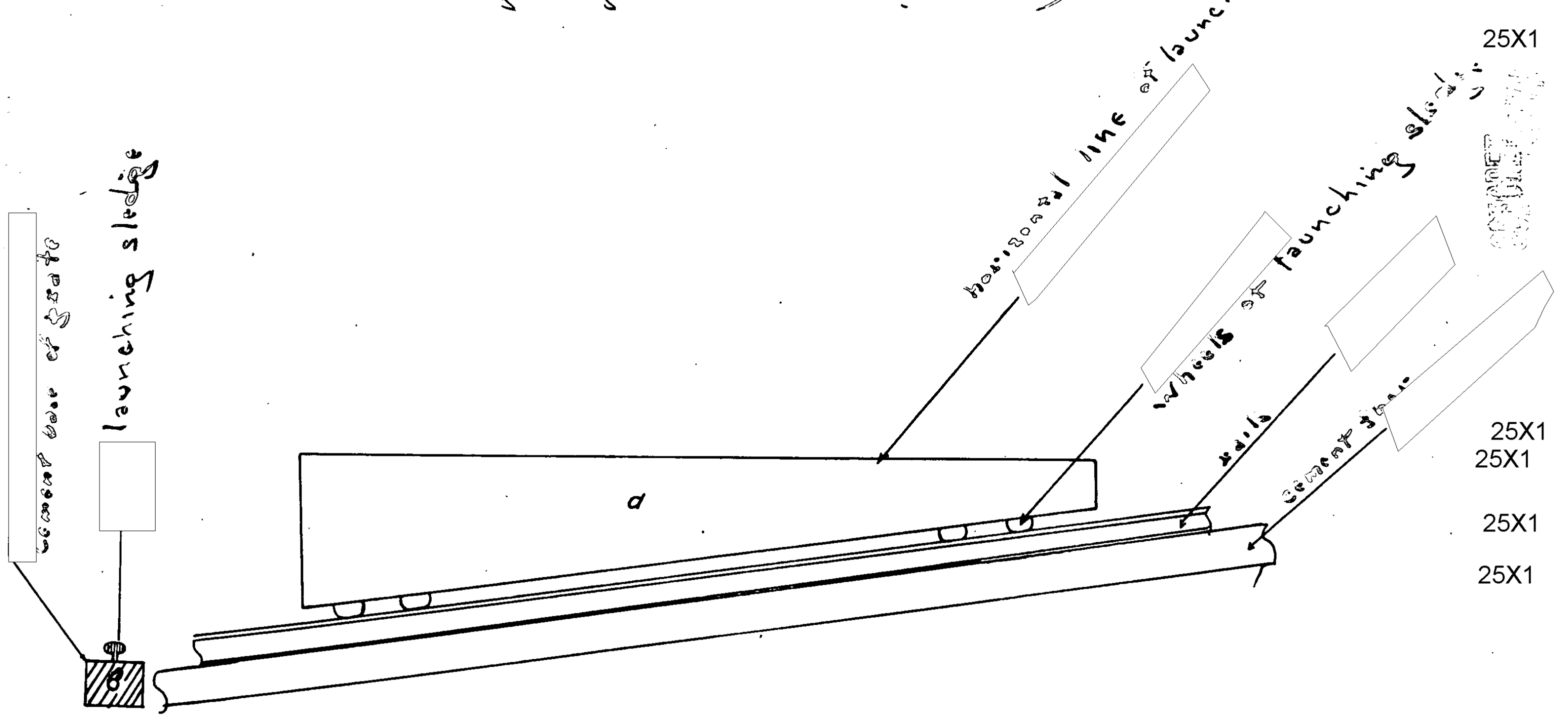
a) Side view of the launching sledge of Grate A (made of cement) Drawing #4

25X1

b) Front view of launching sledge of Grate A (" " ")

25X1

25X1



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Side view of cement berth at Kotka Ship Yards

25X1

Drawing #5

25X1

a. Roof of this bldg as indicated in drawing #4

b. Exterior wall of the bldg " " " "

c. Floor 2 (as marked in drawing #3) used by dry docked ships under repair

Height 14.0 m.

d. Floor 1 (as marked in drawing #3) on which the second vessel rests on launching sledge for repairs

Height 1 m.

e. Iron wheels on which the launching sledge slides

f. River Water